

Speeding In N.C.

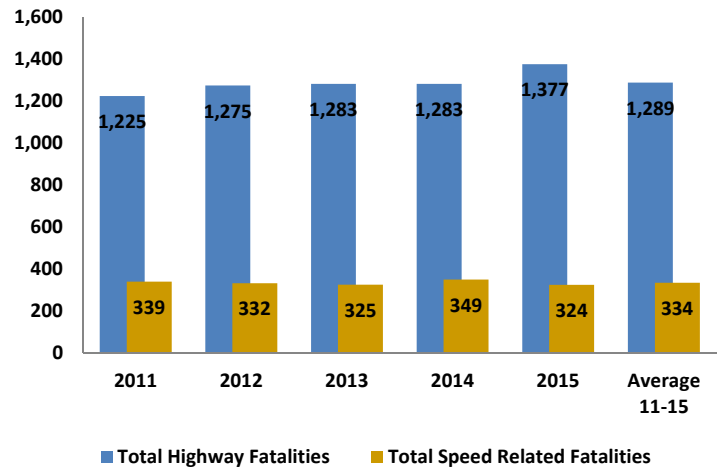
Traffic Safety Fact Sheet

Trends

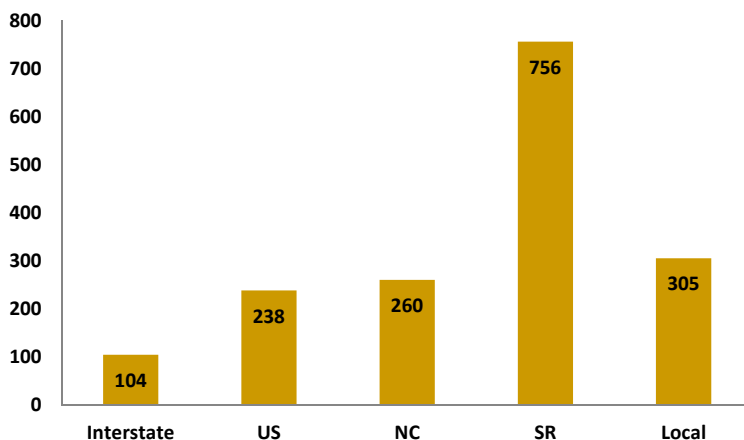
2015 Speed Related Crashes in N.C.

- Speeding was a contributing factor in approximately 8% of all reportable motor vehicle crashes.
- 324 people were killed in speed related crashes.
- 10,657 people were injured in speed related crashes.
- 49% of speed related fatalities were unbelted, compared to 42% of all fatalities who were unbelted.
- 56% of speed related fatalities occurred during the weekend (Friday, Saturday and Sunday).

Speed Related Fatalities



2011 - 2015 Speed Related Fatalities by Road Classification

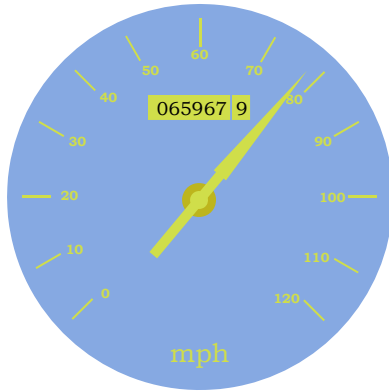


Only 6 percent of speed related fatalities occur on Interstates

62 percent of vehicles involved in fatal crashes were exceeding the posted speed limit by more than 10 mph

2011-2015 Speed of Vehicles in Fatal Crashes

	Posted Speed Limit					
	25	35	45	55	65	70
0 to 4	10	67	138	283	54	31
5 to 9	2	15	18	41	6	6
10 to 14	6	16	44	124	5	3
15 to 19	2	35	57	120	5	7
20 to 24	4	22	48	75	3	3
25 to 29	6	17	71	66	8	2
30 to 34	2	12	23	29	1	7
35 to 39	3	18	34	38	11	0
40 to 44	4	7	12	11	0	0
45 to 49	5	18	24	37	1	0
>50	1	20	18	21	3	1
Totals	45	247	487	845	97	60



Speeding & Safety

How does speed affect road safety?

The faster you drive on the road, the more likely you are to be involved in a collision. As your speed increases:

- The distance you need in order to stop increases
- There is a greater possibility that you will be going too fast if you meet an unexpected change in road conditions
- There is a greater chance that other road users will misjudge how fast you are travelling.

The severity of injuries resulting from a crash is directly related to the impact speed of the vehicle – whether or not speeding was a factor in the crash.

Safety Tips

- Follow other vehicles at a safe distance. Allow at least two seconds following distance in good weather and road conditions, and at least three seconds on high-speed roads.
- Slow down on wet roads, in bad weather conditions or on uneven roads. Increase your following distance to at least four seconds. Also increase your following distance when you are behind a large vehicle that could block your vision, or following a motorcycle that could stop very quickly.
- If a collision seems unavoidable, steer to the right. Head towards the least harmful option, preferably an object that will give way on impact, such as a bush. The most harmful option is a head-on crash, where the force of impact is doubled.
- Buckle up. This is the law for a good reason. Seatbelts will reduce your chances of being injured in a collision.

Speeding

Speeding – defined as either exceeding the authorized speed limit or exceeding a safe speed for the given conditions is the most frequently cited contributing circumstance in fatality producing crashes as reported by law enforcement officers on North Carolina's highways. Drivers who frequently engage in this type of behavior unnecessarily put other motorists and themselves at risk. Slowing down, keeping a safe following distance, being more realistic about travel times and showing more tolerance for other drivers can have a tremendous impact on reducing crashes on our roads.

Speeding & Stopping

The faster you go, the longer it takes you to stop.

Total stopping distance is the distance your vehicle will travel from the moment you notice a hazard until the moment your vehicle stops. You need time to see and react before your brakes even begin to slow your vehicle.

Total stopping distance is longer than most drivers realize. Under ideal conditions, it takes you about $\frac{3}{4}$ of a second to see the hazard and another $\frac{3}{4}$ of a second to react. Actual braking distance depends on a number of factors: the road condition, the condition of your brakes and tires and the speed at which you are traveling.

**By increasing vehicle speed
from 55 mph to 65 mph,
stopping distance increases
by over 18%**

2014 NC Strategic Highway Safety Plan (SHSP)

NC is a Vision Zero State – even one fatality is too many on our roadways. The 2014 NC SHSP articulates the way forward to achieve Vision Zero. Within the Speed emphasis area, the following supporting actions have been identified as “Needed”:

- Standardize methods for setting speed limits and training engineering staff in this method.
- Evaluate the method for determining advisory speed limits on curves.
- Explore the potential benefits of a variable speed limit system.
- Evaluate roads in rural areas to determine if the statutory speed limit should be lowered.
- Implement a uniform system for speeding offenses that includes civil penalties.
- Increase the use of automated speed enforcement.
- Develop a toolkit for communities to build anti-speeding programs.